

TRAWLER OWNERS FORM NEW FEDERATION

THE FORMATION of the British Fishing Federation is 'on'. Deep-sea trawler owners from Scotland, England and Wales are banding together to give the offshore fishing industry one powerful voice. The British and Scottish Trawlers' Federation dissolved at the end of last month to make way for the new set-up.

As reported in *Fishing News*, July 10, STF members were divided whether to throw in their lot with the British Trawlers' Federation. A statement from STF says:

"Members have been considering very carefully in recent months the whole future of the STF in the light of changes which have been, and are, still taking place in the fishing industry as a whole. It has been decided that the federation will be dissolved on August 31 and that its members will join with those of the British Trawlers' Federation, and of the background that the decision Milford Haven Trawler Owners' Association, in the formation of a new body — the British Fishing Federation — which will have the responsibility of representing the interests of the entire UK trawling industry in all matters of common interest other than industrial relations."

"The STF was formed in 1962 by the port associations of Aberdeen and Granton, with the objective of unifying the interests of Scottish trawler owners in presenting a strong and collective front in the industry's representation to Government Ministers and officials on major policy issues; its members believe that objective has been amply achieved."

"John Craddock has decided that, after a period of four years as president of the STF, he should not seek office in the new federation, although he will serve as a strong and collective front in the industry's representation to Government Ministers and officials on major policy issues; its members believe that objective has been amply achieved."

fishing news

Editor: **Henry Berrett**
 Assistant Editor: **Ian Strutz**
 Scottish Correspondent: **Gloria Wilson**
 Advertising Director: **Fred Puresell**
 Managing Director: **W. A. Cathles**

Published weekly.
 Postal subscription rate £7 per annum
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team resolved to play a meaningful part in the activities of the merged federation.

"So far as Aberdeen is concerned, the functions of the Aberdeen Fishing Vessel Owners' Association in domestic matters affecting the port will continue unchanged and Robert Allan, the present chief executive of the STF, will remain in Aberdeen where he will continue his appointments as chief executive of the Aberdeen Fish Producers' Organisation Ltd.

"In addition, he is to be appointed Scottish Officer of the British Fishing Federation and, as such, will play an active part in the affairs of the new federation."

"Mr. Allen will also retain his role as the official spokesman for the catching side of the industry in Aberdeen."

The BFF will operate from the former STF offices in Hull, under the direction of director-general Mr. Asten Laing.

The new Federation's president, Mr. Mike Burton said today: "This is the logical outcome of the increasing degree of co-operation between the former separate organisations in the light not only of greater involvement with our own Government in a period of great economic difficulty but, in particular, in tackling the immense problems which, more than any other industry, our membership of the EEC has raised for British fishing."

"Robert Allan has already

Port best

THE *Bonaventure*, skippered by Tom Bain, has set a new earnings record for the Berwickshire port of Eyemouth. In just four days the vessel landed fish worth £9,500.

Record

Continued from page 1

end the catch, which included 3,032 kts of codotuffa, averaging £23.76 a kt. After a long weekend in port the vessel sailed again for Iceland on Tuesday.

On the face of it the record was the culmination of a splendid week for BUT at Grimsby, with four distant water landings selling for over £4m.

Rosa Rodney (Skipper Les Edwards) set the pace with 254,815 from 2,206 kts and, sandwiched between the two record breakers, was another 'whopper' from Viorio (Skipper Johnny Glibbey) on 257,830 from 2,528 kts, to ring up £253,096.

BUT figures are, once again, and overheads have been deducted the profit margin is far from vast. A company spokesman told *Fishing News* it would take many more



performed a valuable service to both the British and Scottish Trawlers' Federations through liaising with us in Hull on our innumerable contacts with the EEC and we are particularly pleased he is able to join us while continuing to look after his other interests in Aberdeen.

"Considering all the legal formalities involved it has been quite an achievement to bring the new Federation into being almost exactly a year after the idea was first conceived, but a special tribute must be paid to the individual senior members of the Scottish and English industry who got together to produce the initial, tentative heads of agreement from which the BFF has developed."

Membership of the BFF is open to the owners, managers and controllers of fishing vessels at the Federation's ports and members are required to enter all vessels of 70ft. or over into membership. Entry fees are nominal and the Federation's activities are financed by "calls" on the vessels, the amount to be paid on the "call" being determined by a formula based on vessel size.

Vessels in membership of the BFF will include all the biggest trawlers in the British fleet, including the nation's 46 freezer trawlers. Two years ago the total membership of such a Federation would have been nearly 500 vessels but, due to the rapid decline of the deep sea industry since then, initial membership of the new Federation is expected to be just over 300 vessels.

similar weeks to square up the backlog of losses accumulated during the cod war with Iceland.

Ironically the company has landed nothing from Iceland at all this week and, indeed, since *Rosa Revenge* landed. The present trend of good Icelandic catches and groundings has also pinpointed another problem. So far this summer the exceptional middle and near water trips have buttressed the shortfall of Icelandic fish created by the reduction of the British effort as a result of the Oslo agreement.

Now the middle waters are beginning to feel some summer slackness and, with the North Sea a bit patchy, there are only just enough distant water trips — even at the present high prices — to keep everyone supplied adequately.

Soon the winter weather will make markets even more dependent on distant waters and fish prices seem certain to rise to unprecedented levels, which could make the

Long flight

A HELICOPTER from RAF Leconfield flew almost to the limit of its range last week to pick up an injured fisherman from the Grimsby seiner *M. Aen* on the Dogger Bank.

The boat was roughly 120 miles due east of Sunderland. During the 225 miles round trip the helicopter refueled on both legs aboard the oil-rig *Key Gibraltar*.

Arriving in the area at dusk the helicopter spent several minutes finding *M. Aen* before William Hildreth, with head and shoulder injuries, was winched aboard.

Bound for Peru...

The second in a series of 20th tuna purse seiners being built by Richard Dunstan (Hull) Ltd. is getting ready for its delivery trip to Peru. Named *Nusta*, she is similar to the first in the series, *Kolla*, which was delivered in May. The American-designed ship is powered by a Rueshton-Paxman 3,250 hp engine.

Speedy swap

AS RECORDS tumbled on Grimsby fish market last week seiner owner and agent Allard, Hewson was busy setting another: for re-engineering a boat and having her back at sea inside a week!

When the 23-ton vessel *Corlo* was towed into Grimsby by the seiner *Cineraria* just over a fortnight ago, she had a seized engine but no one suspected there was an engine change afoot. As work on the vessel, named *GLXB* 110 bhp engine, went ahead, it became more and more apparent the cost of carrying out the extensive work required would end up as near the price of a new engine that the firm decided to order one.

It was half-expecting *Corlo* would be out of action for several weeks pending delivery.

Taking up the story, Allard's superintending marine engineer, David Johnson, told *Fishing News* on Wednesday, August 18, that when it seemed he was out of luck, almost on his last call, Pelican Engineering at Rothwell, Leeds, came up with one and delivered it by Friday, August 20.

Work started immediately to install the new engine. The old engine had been dismantled and was on holiday, returned from Iceland with 1,357 kts, including more than 1,800 of cod and codling, to earn an excellent £48,844.

There was also success for two of the port's other big trawlers fishing the Iceland grounds. *Ivana* landed more than 1,800 kts including more than 1,800 of cod and codling, 60 of bad-nicks, 80 of coley and 10 of dabs, which sold for £43,953.

Fraserburgh gets Buchan bonus...

WITH the Buchan herring grounds producing their best yield for years, Fraserburgh has now jumped into third position among the Scottish herring ports.

For the week ending August 14 it was actually top port with a landing of 5,117 units valued at £14,097, as compared with Lerwick the next best which had 4,768 units worth £80,472.

Herring landings at Fraserburgh for the period January to August 14 this year amounted to 51,775 units valued at £828,920 as against 162,260 units worth £1,762,029 at Mallaig and 85,516 units valued at £69,622 at Ullapool.

'Ranger' named

BOSTON SEA RANGER, third and last of her class, was launched at the Paul Shipyard, North Humber-side, last week.

The 78ft. trawler, to be fitted out at Selby, is expected to join the Boston fleet towards the end of the year. Earlier deliveries, *Boston Sea King* and *Boston Sea Knight*, already work out of Lowestoft.

After the naming of *Boston Sea Ranger*, by Mrs. Prior, wife of the Boston group's Lowestoft manager, the ship was presented with a pendant by Mr. D. N. Parke, deputy chairman of Boston Deep Sea Fisheries, as a memento.

'Pair' unload at Hull

THE Grimsby pair trawlers *Shawnee* and *Mohave* diverted to Hull last week and found themselves caught up in the now-resolved bobbars work-to-rule.

The vessels, back from a 15-day trip to the Westerlies, had fish aboard when the bobbars, sticking rigidly to their industrial action, pecked up and went home. Rather than wait another day to complete the landing, the crews took over where the bobbars left off and put ashore the small amount of fish remaining in time for auction on August 25.

The incident did not spark off any further action, although both vessels were delayed in returning to Grimsby.

The pair landed 845 kts combined, which grossed £19,013 through the Boston agency.

100 of squid, for a grossing of £12,506.

Wye Vanguard with Skipper Benny Hargreaves in command, had the biggest catch from the area — more than 750 kts — but she had less squid and made £12,016.

There were good grossings by the port's seiners which found plaice in quantity. Outstanding among them was *Ann* with more than 150 of plaice for a grossing of £3,564.

Also in the money was *Southsea*. She made £3,382 from more than 100 kts of plaice.

Among the pocket trawlers, *Reverence* again was one of the most successful. Her catch of 180 kts, including more than 80 of cod and 70 of dabs, made £4,400.

Ban on North Sea herrings looks a certainty

A PROPOSAL for a total ban on North Sea herring fishing by British vessels early in September has been put forward by Hugh Brown, Scottish Parliamentary Under Secretary of State, to representatives of the fishing industry.

At a meeting in Edinburgh last Friday members of the industry made it clear that September 20 was the earliest they were prepared to accept a ban, although it was obvious

TALKS between the Ministry of Agriculture, Fisheries and Food and fish processors have resulted in a limit agreement at the Co. Down herring grounds during the inshore season from September 1 and November 30, 1976.

In good years the short season is usually profitable for the local boats, especially the open family affairs ranging from 24 to 30ft. The new regulation should ensure that, besides conserving stocks and preventing over-fishing, there will be no free-for-all and less friction than in the past.

No boats without permits will be allowed to fish and trawlers of over 80ft. are to be banned from the grounds.

A close time from 12 noon each Thursday to one minute past midnight on Monday

that the Government would have preferred an almost immediate closure of the North Sea fishing grounds.

It is expected that the Government will announce its decision soon.

If imposed, the North Sea ban should not mean a shortage of herring for the housewife, as the west coast and other grounds are still at the fishermen's disposal.

Last Friday's meeting was the third Scottish Office get-together since working out a scheme for limiting the North Sea herring catch following Britain's decision not to observe the North Sea Atlantic Fisheries Commission quota for this year of 9,700 metric tonnes.

As a result of the UK objection, the British catch has now exceeded what has been taken in recent years. According to one unofficial estimate, the total catch so far is put at greatly in excess of the original quota.

Dr. W. J. Lyon Deen, chairman of the Herring Industry Board, told the members that he would withdraw North Sea herring licences on the date fixed by the Government.

Alroedy North Shields

will apply to all trawlers, while skiffs may not fish from 7 am on Thursday to 7 pm on Friday. Thus skiffs are to be allowed an extra days fishing this year.

It is anticipated that, later, a two week close season will be introduced for trawlers. No skiff fishing for herring will be permitted after the fleet has landed the agreed total catch.

Last season 5,220 tonnes were landed from the fishery.

A GROSSING of almost £80,000 was made by one of two distant water trawlers at Hull's first market of the week on Tuesday.

The two vessels had both been out for 23-day Icelandic coast trips.

Nawington's *Somerset Mougham* (Sk. E. Woodridge) made £59,209 for 2,648 kts, while *BUT's Ross Canaveral* (Sk. B. Spivey) realised £57,323 for 2,503 kts.

Catching the same market, *Boston Deep Sea Fisheries' seiner Falkenberg* grossed £3,995 for 199 kts caught in a 13-day North Sea trip.

Codstuffs averaged per 10ct. kit realised by the three vessels were: *Somerset Mougham*, £23.85; *Ross Canaveral*, £23.42; and *Falkenberg*, £22.02.

Milford award

MILFORD Haven trawlerman Robert Daines (26) is to receive the Royal Humane Society's bronze award for his rescue of a Customs and Excise officer at Milford Haven last February.

Mr. Daines was with the trawler *Branda Wilson* at the time of the rescue.

The Customs officer was boarding the vessel from a launch when he slipped and fell into the water. Mr. Daines dived into the sea and pulled him to safety.

Mr. Daines, the father of two young sons, saved the officer from being swept under the launch. He is now aboard *Pictou Sea Eagle* owned by Norrad.

Fire boat for Humber



Marina, Pickering, North Brigades' fire boat, she has a 15m long, 4m beam twin Volvo engines, which each produce 270 shaft hp at 2,500 rpm, she has a top speed of 18 knots. Built by Nordic Star

ing 7,000 cu ft. per minute.

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Overseas participation includes exhibitors from Belgium, Denmark, Eire, France, Germany, Holland, Iceland, Norway, Sweden and the U.S.A. All in all this will be one of the best fishing shows ever to be seen in Scotland.

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Jacinta set for top ship of 1976

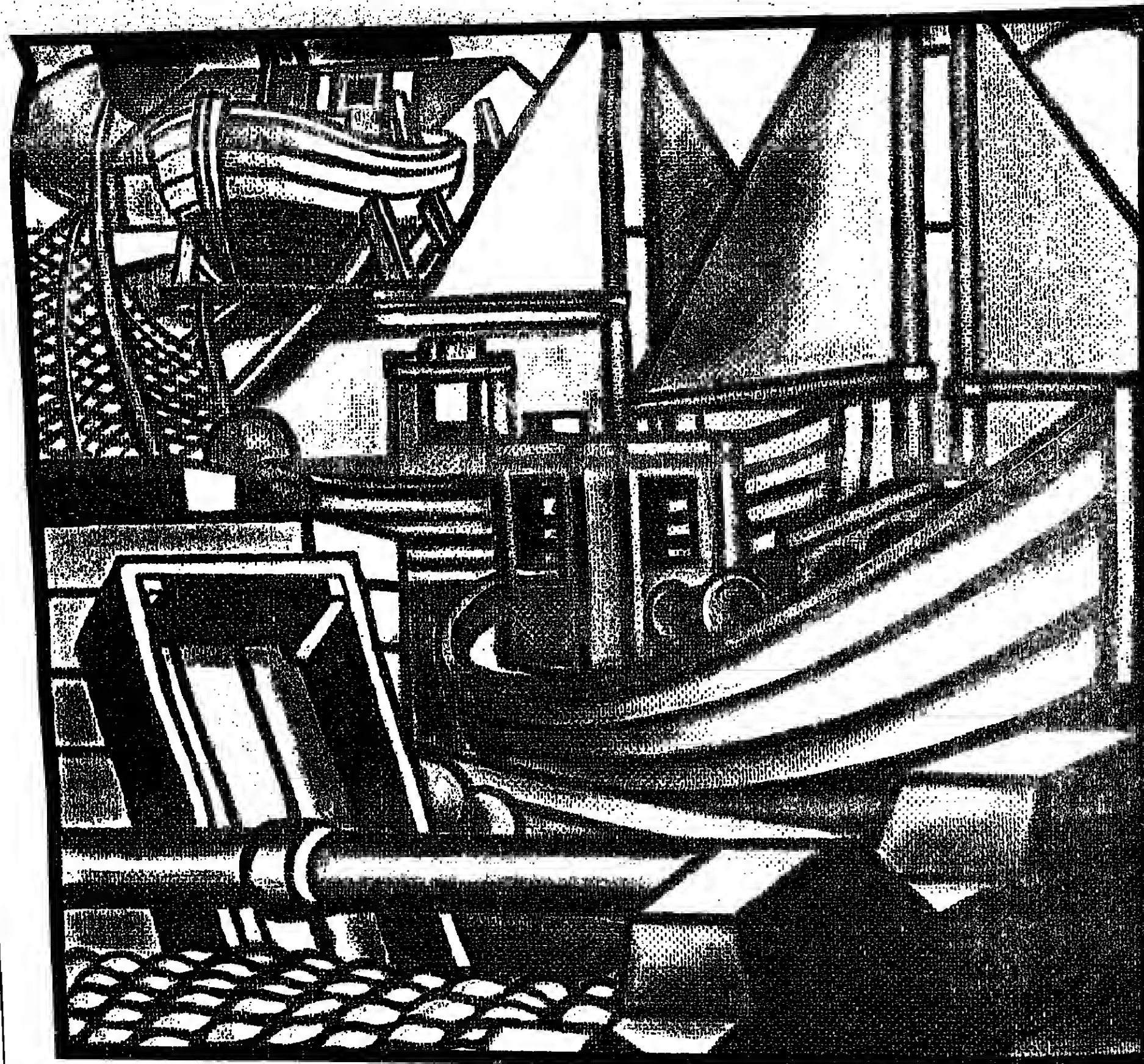
FLEETWOOD'S top ship of 1976, the stern trawler *Jacinta*, looks likely to repeat her achievement this year.

Last week the vessel, which was commanded by Skipper Bernard Birley while Bill Taylor was on holiday, returned from Iceland with 1,357 kts, including more than 1,800 of cod and codling, to earn an excellent £48,844.

There was also success for two of the port's other big trawlers fishing the Iceland grounds. *Ivana* landed more than 1,800 kts including more than 1,800 of cod and codling, 60 of bad-nicks, 80 of coley and 10 of dabs, which sold for £43,953.

Boston Glenheim (Skipper Hugh McMillan) made one of the biggest trips ever returned to Fleetwood by a Boston trawler, landing more than 1,800 kts of cod and 70 of dabs, which sold for £43,953.

There was also success for two of the port's other big trawlers fishing the Iceland grounds. *Ivana* landed more than 1,800 kts including more than 1,800 of cod and codling, 60 of bad-nicks, 80 of coley and 10 of dabs, which sold for £43,953.



Meet the Danes...

-at the Aberdeen International Fisheries Exhibition

from the 15th-21st September, 1976, Hall A - Stand B 11.

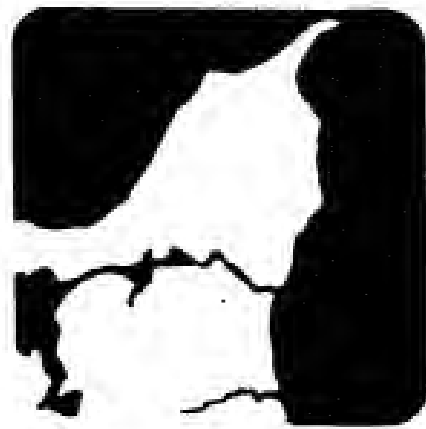
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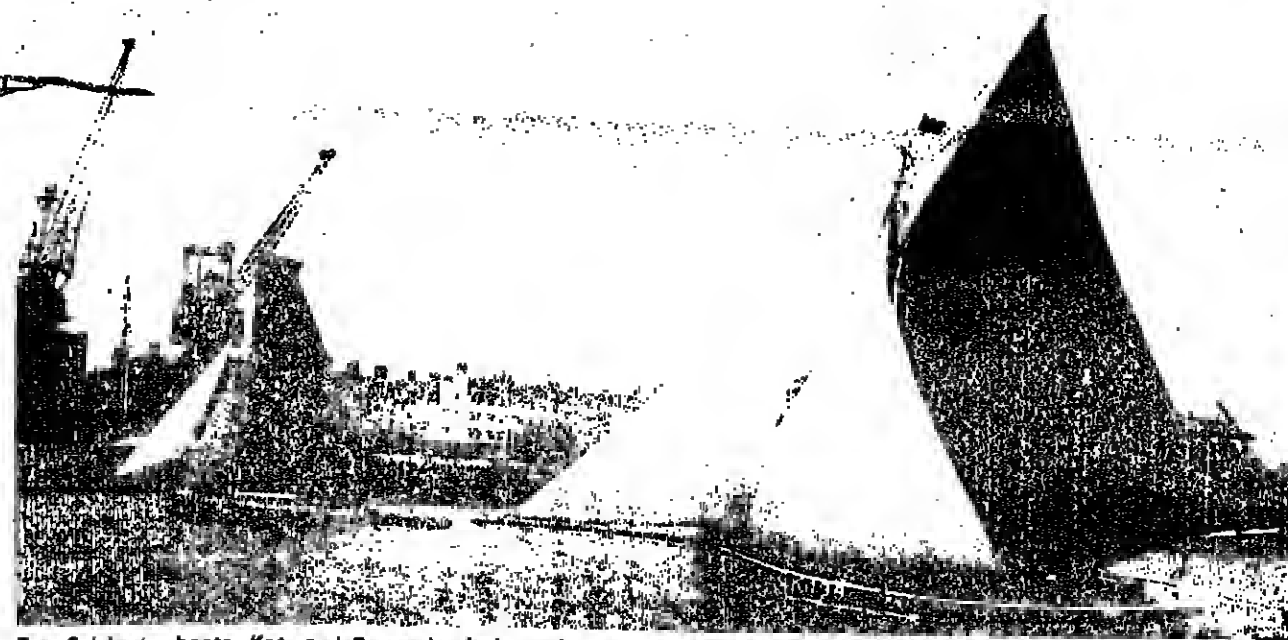
Midwatertrawls, bottomtrawls, self-winding netwinches, hy-

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Two Colchester boats, *Kata* and *Peace*, battle it out in the Thames Oyster Smack Race.

Third win for big oyster smack

FOR THE third time A.D.C. has won the Thames Oyster Smack Race which got off to an earlier start this year at 10 a.m. when the fleet left Gravesend.

Dick Marmen's big smack has only once failed to finish first out of four races and it has been suggested that in future events he be made to tow two buckets astern to give the other competitors a chance.

The race was held on Friday, August 27, and the forecast that morning gave NE winds of Force 5 to 6, locally 7. It blew very fresh at times, but never reached a Force 7.

Although she did not take the lead at the start it was A.D.C.'s race from quite early on.

At first *Kate* led by a good margin, but eventually A.D.C. caught her up and established an effective lead. *Peace* and *Hyacinth* were almost level, then *Peace* drew ahead while *Gracie* started chasing them in earnest.

But they reckoned without the eddy tide off Greenhithe, where the tide runs down more often than it does up, and this knocked the speed off them for a while. *Victory* kept to the Essex shore and avoided this trap.

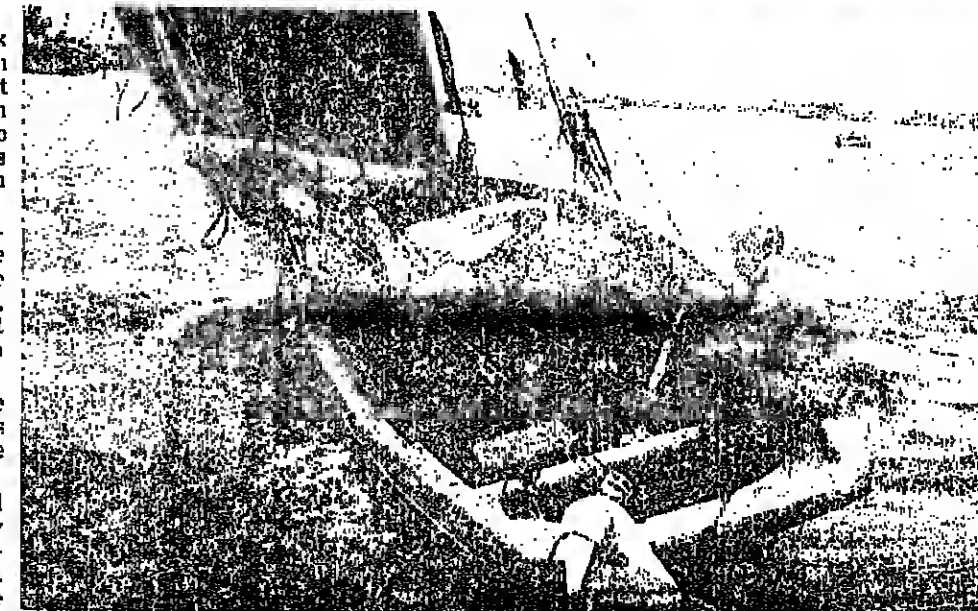
Another hazard was a big bank of timber (a jetty pile by the look of it), which was drifting athwart the tide, but fortunately nobody hit it.

The Kentish boats—*Stormy Petrel*, *Gamecock* and *Rosa* and *Ada*—were unfortunate this year, and the Colchester-registered *Katie* was the last one home, but there were many hard-fought races between individual boats.

Fourteen boats entered, but two were unable to be present, so the field was: *Victory*, LO111; *Gracie*, CK 48; *Hyacinth*, CK 258; *Peace*, CK 171; *Rosa* and *Ada*, F 65; *Gamecock*, F 76; *Kate*, CK 139; *Katie*, CK 82; *Priscilla*, MN 76; *Maud*, MN 21; *Stormy Petrel*, F 71; and A.D.C., CK 431.

Just below Erith we passed *Everton*, a big Grimsby-registered steel trawler, built in 1958 but looking in a bad way, her name barely visible among all the rust. I was told that she was going to the breakers.

Although not fitted with a topmast, I noticed *Hyacinth* setting a small topmast at some stage of the race, and she and



Top: *Peace*'s crew push the smack on to second position. Above: Dick Marmen owner of the winning vessel, A.D.C., proudly shows off his prize. Right: The prize for the most authentic-looking crew went to *Gamecock*.

Peace fought it out all the way up river, with Brian Kennell, the young skipper of *Hyacinth* doing remarkably well against the experience of "Snowball" Hewes, the veteran oystermen who was sailing *Peace*.

The latter boomed-out her staysail at Beckton, followed by *Kate*. Although there was never any doubt that A.D.C. would win, in the later stages of the race it was anybody's guess whether *Kate*, *Peace* or *Hyacinth* would get 2nd and 3rd place, and the finishing order was 2nd *Peace* and 3rd

Continued on page 16

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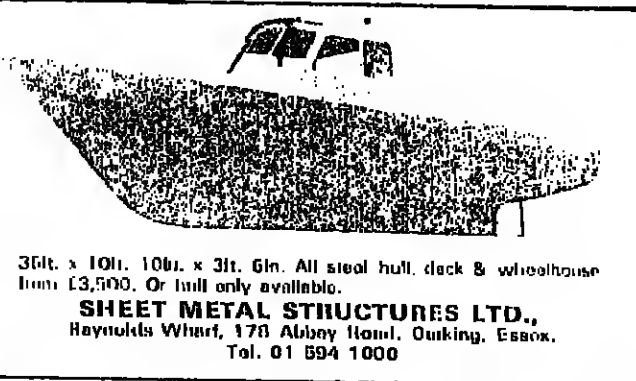
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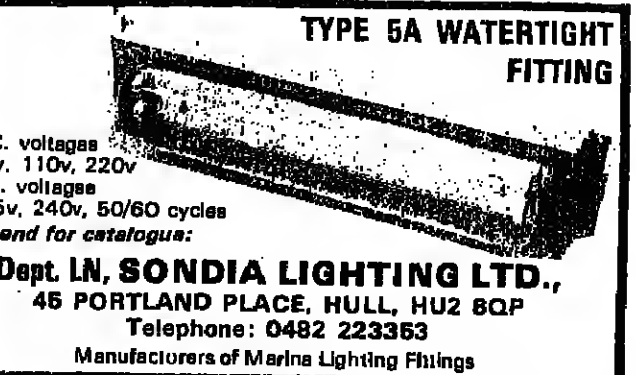


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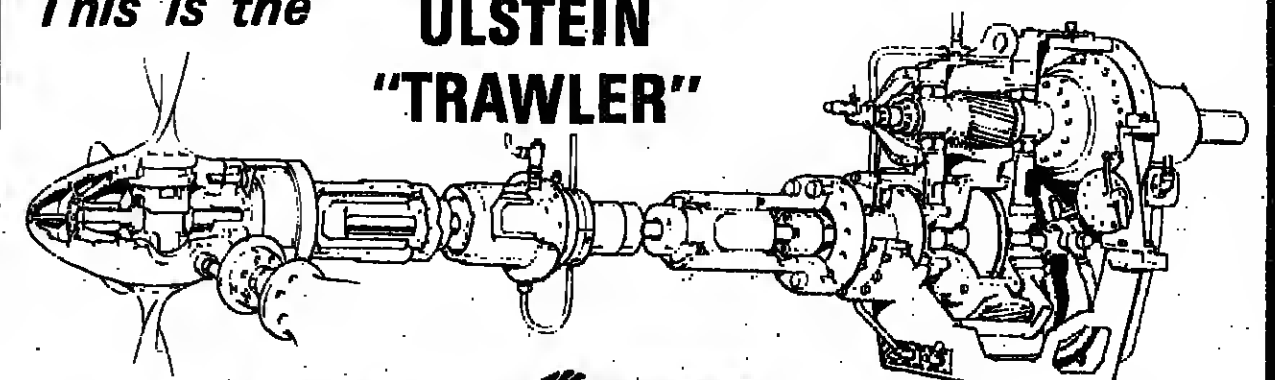
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STRANGE objects lurk in the sea's depths and it is often fishermen who find them and bring them to the surface. Recently a boat working off Southwold brought up a 7 ft. long animal harrier. Massive anchors are another underwater catch, usually necessitating a big net-mending job.

Down in the south-west, if you work in Lyme Bay, you could even snag a railway locomotive!

There are five down there, somewhere. They were the deck cargo on a ship and were lost overboard in bad weather years ago.

These objects usually only affect individual boats; a much more serious catch is an undersea telephone cable. For if you cut one to get free of it, 2,400 circuits could go out of action seriously disrupting communications between countries.

What happens when an undersea cable is cut...

Only a cable-ship can find and repair the broken cable and *Fishing News* reporter, Pat O'Driscoll, recently made a day-trip aboard such a ship C.S. *Monarch* based at

the port of Southampton.

She is the Post Office's latest cable-repairer, incorporating some remarkable technical advances so that she can work under worse sea conditions than previous ships — a Force 7 and a three knot tide is no longer an impossible combination.

Monarch and her sister-ship *Iris* (due to enter service this year) are primarily intended to repair submarine cables in depths of water ranging from 7,000 metres to water in which they just remain afloat. Further inshore, the specially-designed ship's boats are capable of tackling repairs.

Previously, cable ships were only able to work continuously in the Western Approaches in winds of up to Force 5, which on average allowed them to operate about one day in every ten. This was not good enough when you consider the implications of a break in a Transatlantic cable.

Communications between England and America have been possible, on a continuous basis, since *Great Eastern* laid the first effective cable in 1866. Over the years a web of cables has extended from Britain to other countries. On the south coast, for example, there are seven cables going across the Channel between St. Margaret's and Sandgate. It is estimated that the telephone traffic doubles every four years, necessitating more cables to cope.

Unfortunately it is trawling gear which is responsible for most breaks in undersea telephone cables and Continental beam-trawlers are said to be among the worst offenders.

Although the average British beamer is a small vessel in comparison with her Continental rival, they can pick up a cable. And other duos can also snag in cables, resulting in damage which the Post Office has to repair.

Captain Tuckwell of *Monarch* gave me the accompanying photographs of damaged cables from his collection. He said he didn't want them back — he would soon get more, and possibly worse, examples.

Several broken lengths of cable recovered by the ship are kept aboard. Massive-looking stuff, it is problematical whether the smaller class of fishing vessel could cut it.

A Maul and cold-chisel would not be very effective, although a hacksaw might do it given enough time.

One example had been severed with a welding or a cutting torch: you could see by the fused polythene sheathing.

Some fishing craft do carry a portable act on board and, although it's a quick way out of a difficult situation, it is a dangerous and irresponsible action which causes a

breakdown in international communications.

If you catch a cable and chop it free, you could be electrocuted — these cables may carry a charge of 5,000 volts. Even the domestic system's 240 volts can be fatal.

What happens after a cable is cut? The disruption is automatically indicated at

shore cable stations, where engineers carry out tests on the cables which enable them to find the position of the damage.

The information is transmitted to the cable ship, where the Master is able to plot the position of the break from charts showing the position of the cable when laid. The cable ship may need to bad the type of cable which has been damaged, together with spare repeaters (torpedo-shaped objects spaced at the intervals along the cable to amplify phone calls).

At the Southampton depot, stocks of every kind of submarine cable laid in British waters since the war are held.

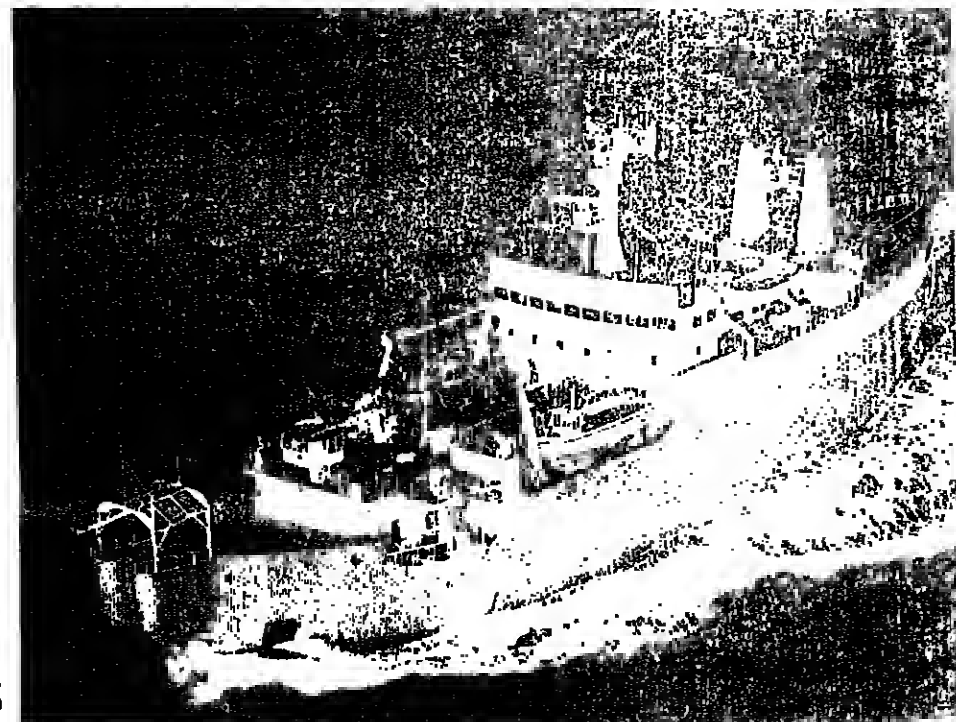
Once the repair ship has arrived at the estimated spot, the real search begins. The cable could be out of position due to tidal action, or the pull of trawling gear.

It could also be buried in sand, especially if the fault is anywhere along the Cuckmere-Katwijk cable, because this is an area of sand-waves. It is not certain whether sand-waves are stationary or not, but they are an appreciable hazard.

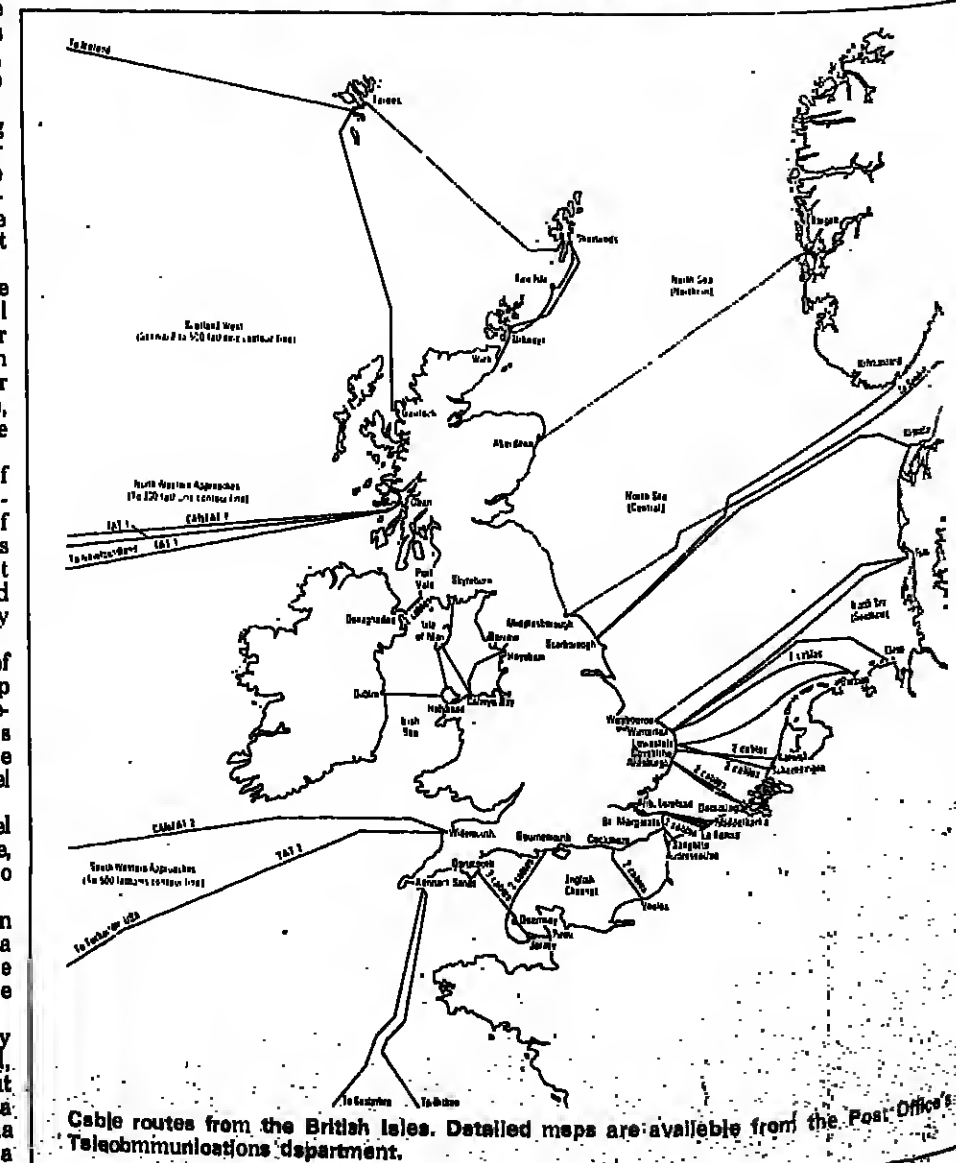
Off Winterton, a recent survey indicated sand-wave nearly 50 ft. high, so this is the same idea of the problem.

If the cable is out of position, then the only way to locate it is with search gear and grapnel — usually a slow job. There might be a break in the cable, or it may be badly damaged and still hanging together.

If damaged, the relevant section must be brought aboard, stoppered-off, the damaged part cut out and the ends tested each way before a new section of stock cable is spliced into each of the ends.



Monarch, the Post Office's most modern cable-ship, is designed to work in quite heavy weather.



Cable routes from the British Isles. Detailed maps are available from the Post Office's Telecommunications department.

What a trawler can do to a submarine cable. This cable came from the Cuckmere-Katwijk route which has many breaks each year.

If it's a break, one end must be found, brought to the surface, tested, buoyed and the other end searched for and also tested when brought inboard.

A stock cable is spliced on to the end, and this cable paid out until the end already buoyed is picked up, at which stage the stock cable is cut to length and spliced into this in turn.

There's a lot more to it than a simple wire splice. There is a high-tensile copper covered steel core, which must be crimped with a ferrule. Polythene sheathing around the cable is moulded together under heat and then the return tapes, of copper or aluminium which form part of the electrical circuit, are restored.

Next comes a further polythene mould, and then the armouring wires, with a four-fathom overlap at each

end of the stock cable section. Then it is taped around with stainless steel tapes.

Once the polythene moulding is restored to the cable, it is tested with an X-ray camera to make certain there are no foreign bodies or air spaces present. However tiny, these must be found and eliminated before the joint is completed and the cable is returned to the seabed.

It's a 24-hour job and the weather is generally doing its worst. In modern cables a complete splice will take from six to eight hours.

Some cables are damaged more often than others. The two cables A and B between Cuckmere and Katwijk are out of service as often as in — rather like a constantly vandalised telephone box on shore.

Up to the end of May this year there had been six faults on cable A (over the whole of 1975 there were 28 faults) and

cable B had 10 faults in the same period (13 in 1975).

Next year's figures will obviously be far worse if faults go on happening at the present rate. And this is just one of many cables radiating from the British Isles.

Monarch has to be exceptionally manoeuvrable, so that she can work cables effectively in wind and sea. In addition to a bow-thruster, she has an active rudder (in which a propeller is incorporated, as distinct from the main propeller).

Her navigational equipment is exceptionally sophisticated and every one of her officers holds a Master's Certificate — a unique combination on a comparatively small ship.

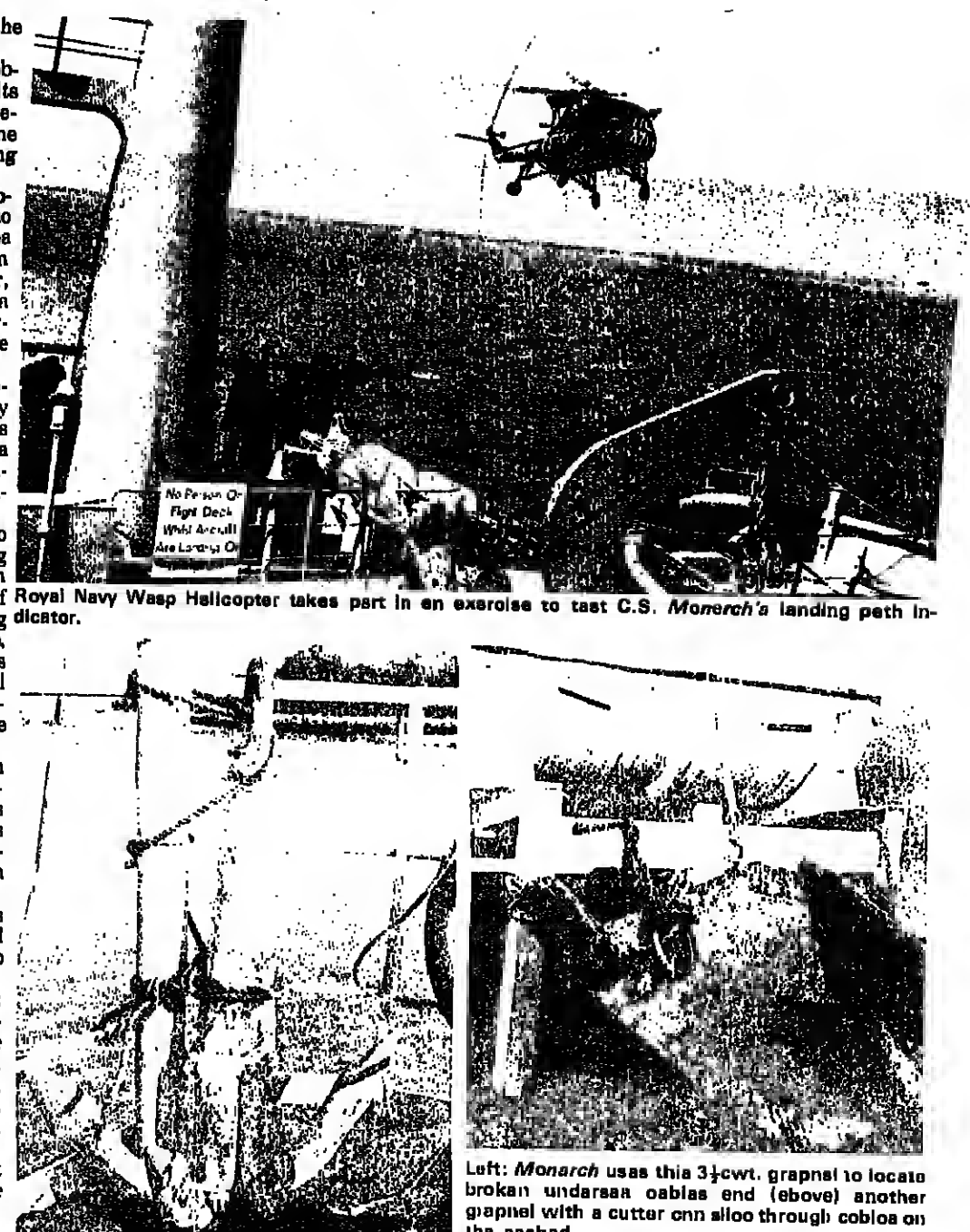
A job in progress is to replace the nine existing cables across the Solent, from Portsmouth to the Isle of Wight. These are being recovered and, in their place, will be laid two cables specially designed to take all the traffic of the nine mentioned earlier, and future growth.

From the general map can be seen the approximate location of cables around the British Isles. The Post Office will supply charts showing exact positions, so that they can be avoided.

The North Sea has three charts — Nos. 2182 A, B, and C — and other areas are also dealt with.

To obtain copies, contact: Post Office Telecommunications, Central Marine Depot, Berth 203, Western Docks, Southampton, Hampshire, SO1 0HH. Telephone: Southampton 775577.

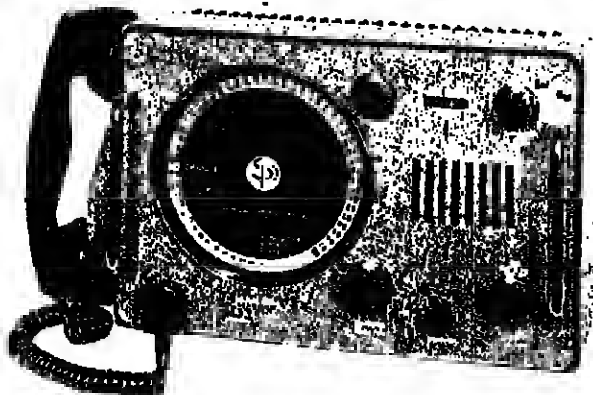
Mr. R. Aitken, assistant marine superintendent of the



Royal Navy Wasp Helicopter takes part in an exercise to test C.S. *Monarch*'s landing path in the Solent.

Left: *Monarch* uses this 3-cwt. grapnel to locate broken undersea cables and (above) another grapnel with a cutter on a line through cables on the seabed.

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SAILOR 55 CHANNEL VHF

Price:
£395 — 12 volt
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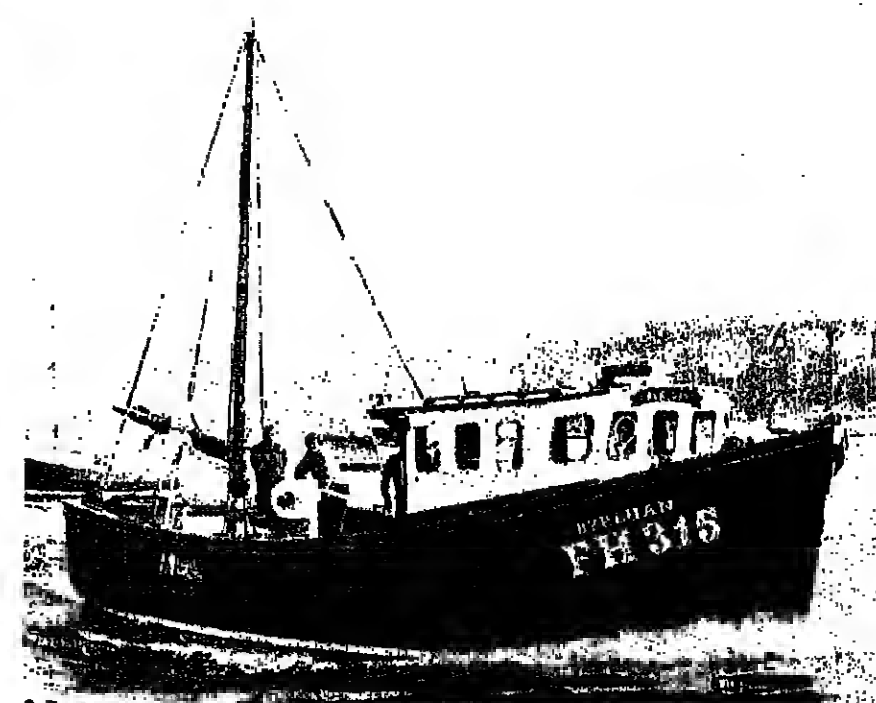
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Scottish Fisheries Show
Aberdeen, September 15 — 21



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Beam 9'6"	Beam 11'6"	Beam 13'10"
Draft 3'3"	Draft 4'0"	Draft 5'0"
Disp. 6.5 tons	Disp. 10.5 tons	Disp. 16 tons
Hull from £1650	Hull from £2400	Hull from £4500

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WORKBOATS

WEST COUNTRY SHOW REPORT

THE ANNUAL West Country Boat Show, which took place at Plymouth last month, can hardly have claimed any benefit from moving to a site close to the city centre. Previously staged on the docks, exhibitors were dispersing about the switch 'Inshore' which marooned them in clouds of swirling dust on what appeared to be a ramshackle bomb-site.

Over 50 exhibitors took part in the show, organised by the Plymouth Incorporated Chamber of Trade and Commerce. Many of the fishing firms taking part were also critical of the scope of the show, which saw them lumped in with caravans, fashion stands and art displays.

Frustrated tempers began to subside a little when it was seen that fishermen had travelled from a wide area to peer through the dust and dirt. Many stands reported brisk business and, here, we look at some of the equipment on show.

Big rush for new sounder range

LOW ON price and high on power, the new Depmar 100 series echo sounders made a sensational exhibition debut. "If I could have had 30 sets on the stand I would have sold them all," said Chris Northmore, agent for Kelvin Hughes Marine Services, Plymouth. The new sounders, which are marketed by the Japanese manufacturer, are available in two models. The basic 103 is around £400, depending on the frequency and transducer used. The 131 is around £450, depending on the frequency and transducer used.

GURDY GETS A FACE-LIFT

IN READINESS for the coming mackerel season, the firm of Spencer-Carter has been updating its hydraulic gurdy and adding a combined capstan and line hauler to the range.

The well-tried gurdy now has a speed control on-off valve. A dog clutch has been provided for letting the line out and there is an automatic line stop. The combined capstan and line hauler, just introduced, has a 1,000lb. pull and is priced at £295. Another version is available with a pull of 800lb.

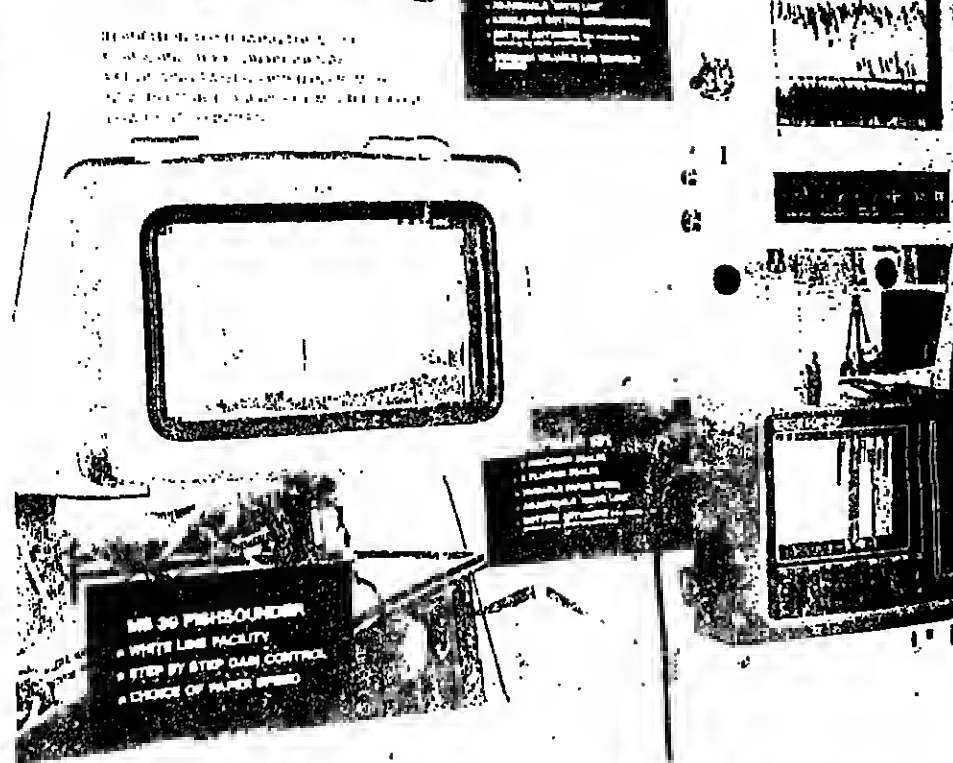
All the equipment is cast in high grade cast iron and, on the line hauler, an alloy top cover plate is fitted to reduce the problems of snagging from fish hooks and stops when hauling.

On the capstan, the bearing housing and plate are cast in marine grade aluminium. The driving loads are carried by one large bearing race. The capstan and line hauler are also produced as single units. The capstan with a 600 and 1,000lb. pull, and the line hauler with 600lb. and 800lb. pull. The line hauler is fully adjustable and cast in bronze.

The same pump clutch unit powering the gurdies is used for the capstan and line hauler range. Both variable and fixed pump units are available.

Prices for the line hauler are: 600lb. pull £225; 800lb. pull £275; 1,000lb. pull £325.

ECHO SOUNDERS



Above: Kelvin Hughes MS39 sounder, and Depmar 103 and 131 sounders on the Marine Electronics Services stand. Below: the Depmar 131 exposed for viewing.

New 'baby' from Lister

MOUNTED on the hull of a "Plymouth Pilot" 18ft. GRP boat hull was the prototype of a new engine from Lister Marine. This new "baby" is a single-cylinder, air-cooled, unit rated 5.25 bhp at 2,500 rpm.

Known as the LTIMG/R, this Lister unit is fitted with a reeled hand starting and has already completed 2,000 hours test running.

Apart from this new engine, the Plymouth Pilot 18 and 18ft. hulls on Monochorum Manufacturing Co.'s stand were also attracting a lot of attention. Over 300 of these hulls have now been produced and a large number are used for fishing. Early on during the show when Fishing News visited the stand, Monochorum had already taken an order for an 18-footer from a West Country fisherman working out of Cadgwith Cove. The 18ft. hull has a beam of 6ft. 8in. and draft, 1ft. 6in.

The Plymouth Pilot is supplied as a hull with deck mouldings for completion by boatbuilders. For home completion, a 28-page illustrated

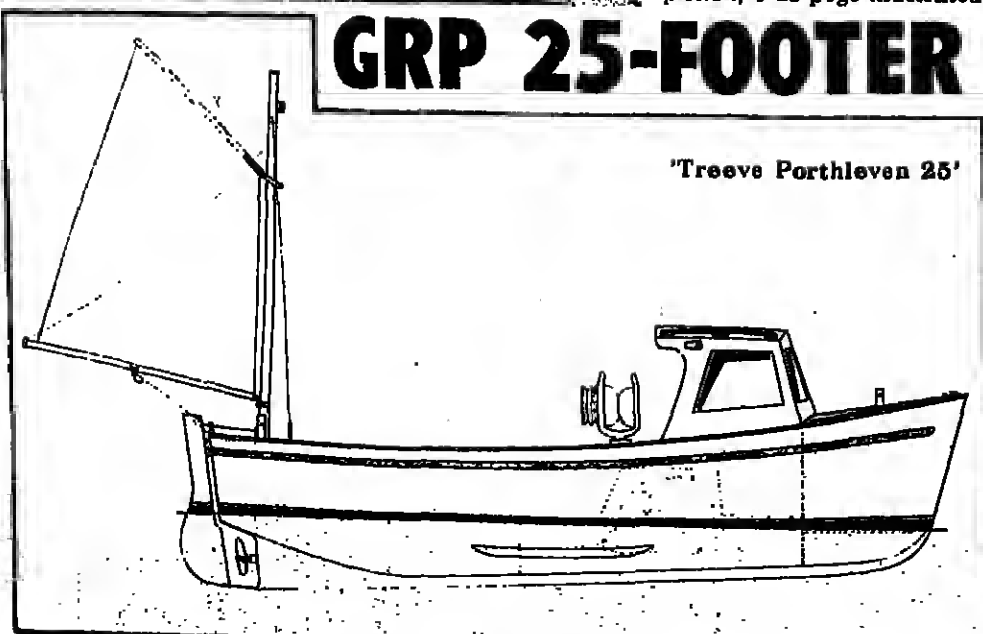
manual can be provided. Monochorum is also agents for the Sabre range of diesel engines.

Hull a draw

THE Sultram 24 ft. GRP hull, produced by K. R. Skontellbary, attracted interest from fishermen. This resulted in five quotations being supplied.

One of these tenders was for a Welsh fisherman who had taken a close look at the first "Sultram hull 24" completed to NFA specifications which recently started operating in Cardigan Bay. Right: Lister's prototype 5.25 bhp engine. Below: the "Sultram 24" GRP hull.

GRP 25-FOOTER GOING AHEAD



"Treve Porthleven 25"

WHATEVER the outcome of the problems surrounding the Porthleven Shipyard in Cornwall, production of the new 25ft. GRP hull will go ahead.

This was made clear on the stand of Treve Marine, a new firm now producing hulls which were to have been fitted out at Porthleven. Facilities are available in the Treve yard at Hayle for completing the hulls.

Already, two orders have been placed by Cornwall fishermen for the 25-footer, which was displayed on a general arrangement plan. Named the "Treve Porthleven 25", there was plenty of interest in the

AMONG THOSE TAKING PART

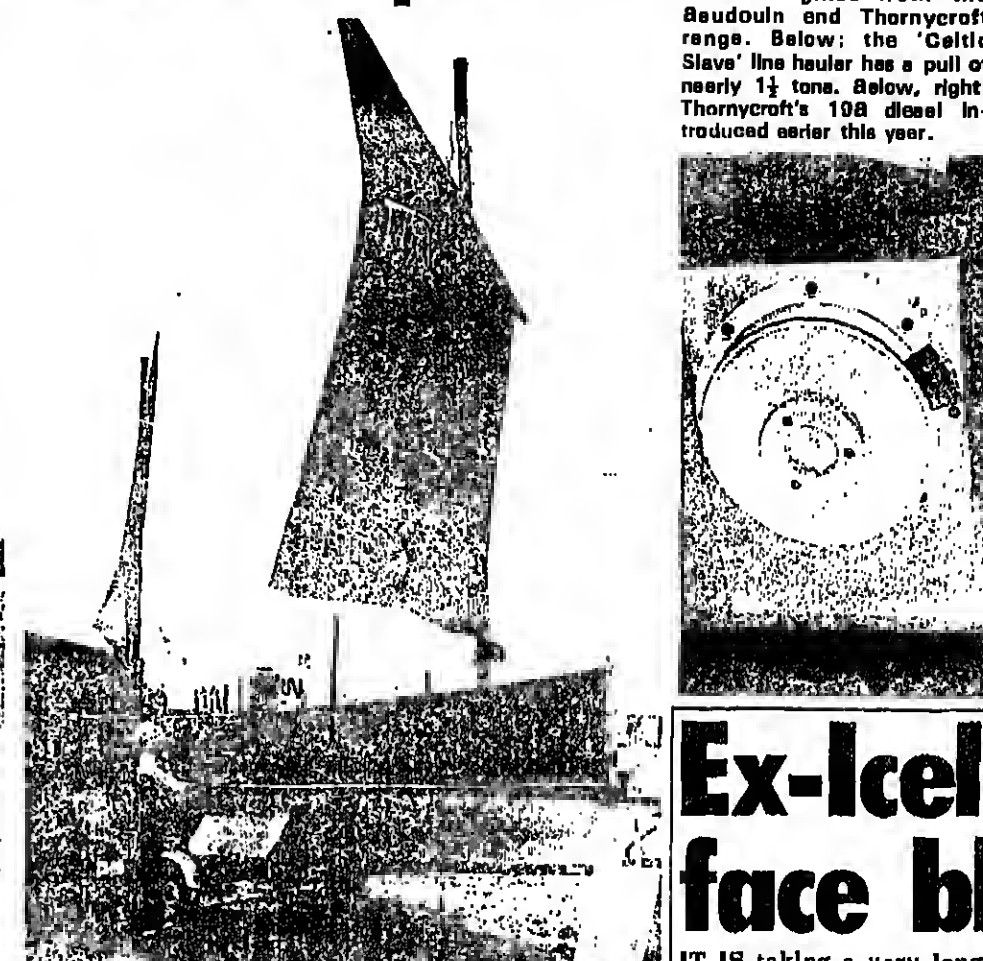
Calcar Gas; Calstock Marine Services Ltd.; International Yacht Paints; Marine Electronic Services; Monochorum Manufacturing Co.; Norman Penn & Co. Ltd.; Post Office Telecommunications; A. Ray Burn (Plymouth) Ltd.; Seabourne Electronics; K. R. Skontellbary & Son Ltd.; Spencer-Carter; Treeve Marine; Tregatreath Yacht Yard.

Debut for high-powered hauler



RAY BURN (PLYMOUTH) LTD.

Toshers on parade



GRP HULLS moulded on old Cornish "Tosher" lines are now big business. With a mould taken from a craft over 100 years old, Terry Heard of the Tregatreath Yacht Yard, at Mylor Creek, Cornwall, had an eye-catching exhibit at the entrance to the show labovet.

Five versions of the Tosher are available. With lugger rid, the basic boat which includes fore, after and side decks sheathed with GRP and rudder with tiller steering is priced at £1,010. Versions with gaff outter rig and with raised foredeck and dodger are also produced.

Further evidence of the Tosher revival was seen at the show on the stand of Tamar Marine Enterprises Ltd. This 18ft. version, with a beam of 8ft. and draft, 1ft. 3in., can be supplied with sail and power.

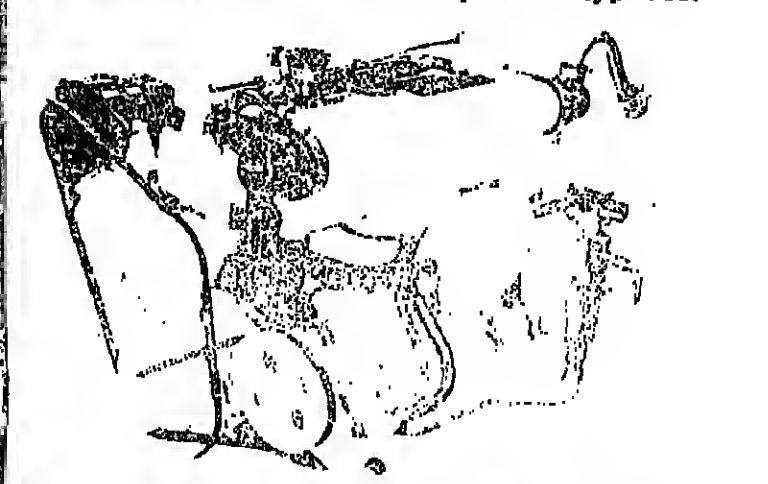


and wheelhouse is being produced shortly. Pricewise, the "Treve 18" is very competitive. A recent quote for a finished open workboat, less engine, came out at £297 (inc. VAT).

LOOKING SET to make a big impression was a sturdy and powerful new hydraulic line hauler and Thornycroft's 108 unit introduced earlier this year. With a maximum continuous rating of 38 bhp at 3,000 rpm, and an intermittent rating of 47 bhp at 3,500 rpm, this engine comes well within the range of the still buoyant small fishing boat market.

The 108 model can be supplied with either a Borg-Warner 71CR or PRM 140S direct-drive gearbox.

Due out early next year is a new Thornycroft marine engine, the L12. With a full power take-off from the front and a different crankshaft, this will replace the type 760.



Ex-Iceland trawlers face bleak future

IT IS taking a very long time for the Grimsby-based water trawlers displaced from Iceland because of low monthly quotas to ecclimatise themselves to alternative grounds.

Most of the vessels have been switched to the middle water grounds where their performance are so disappointing, at a time when the smaller conventional middle water trawlers have been putting together some good catches and grossings, and they are running deeply in debt.

During August ten of these big vessels landed Westerly, or Faroe-Westerly, catches at Grimsby with only two, Ross Kipling (£21,462) and Blackburn Rovers (£14,719) grossing more than £14,000; the figure not too far removed from the average break-even trip for conventional middle waters.

During the same period, and working much the same grounds, 25 middle water trawlers also landed at Grimsby, but of these 19 grossed £14,000 or more, and only two made less than £10,000 compared with four of the distant waters.

The big 180ft. 40' class BUT trawlers are going through an especially lean spell and, apart from the above-mentioned catch by Ross Kipling, turned in just £12,588 from Ross Kipling, £9,083 from Ross Kelvin and £8,433 from Ross Kharoum Suwella.

during the month. In addition Ross Juno, although more suited to middle waters, managed £7,735.

Consolidated Fisheries Ltd. were most fortunate. Its 140-footers diverted to the Westerlies are less expensive to operate, but even so it suffered a hefty loss when Crystal Palace picked up £8,491.

Apart from this setback Notts Forest (£13,645 and £11,059) was the other trawler to land in addition to the Blackburn Rovers trip and the firm seems near to regular paying trips. Nor has Consolidated put all its "spare" trawlers onto the middle waters and is fishing the White Sea with Gillingham.

Soon too, Real Madrid will have completed a £35,000 face-lift and she will assume the role of a multi-purpose trawler capable of a host of different fishing operations. A net drum for pelagic fishing has just been fitted to her after deck.

Unless there is a marked improvement in weather, particularly from these displaced vessels, the outlook is bleak.

Four freezers land at Milford

"ABSOLUTELY delighted" - this was the reaction of Charles Dreyer, trawler manager for J. Marr and Son Ltd., following the unloading of four of the firm's freezer vessels at Milford Haven.

First in was Cricilla, followed by Junella, commanded by Skipper Alf Eagle.

The former landed more than 300 tons and the latter topped 500 tons. Then came Cordella, back from the White Sea, under Skipper Ronald Baughman, with 600 tons. She was followed by Suwella.

This operation has been a ray of hope for Milford as it has proved capable of handling freezers.

The vessels were landed by crane and the fish put on refrigerated lorries to be taken to Hull.

shell fish chat

THE crawfish, or spiny lobster, is one of the least well known of our shellfish.

It can be found on the rugged seabed off the south-west coast of Britain, the south and west coasts of Ireland, as well as in the Mediterranean, the Channel Islands and off the Atlantic coasts of France, Spain and Portugal. There are also small stocks off the west coasts of Scotland and Norway.

Cornishmen fishing out of ports like Newlyn and St. Ives make a fair living from crawfish, using pots and tangle nets to catch them.

You used to be able to dive for them in the shallower inshore waters, but now they have disappeared into the deeper water offshore, sometimes 15-20 miles out from the Cornish coast.

Most of the catches are large, weighing something like 4-6 lb. each. It is very rare to catch a small crawfish as no one seems to know where the "nurseries" lie.

Crawfish are often called "hornfish" because of the beaks, or 'horns', on their heads.

They don't have large claws like lobsters, just a small pair of legs in the normal-sized pair of legs in their place. The orangey-red

body is covered with sharp, protective spines and the tail is not as stiff as a lobster's. Spawning takes place between August and October and, as with lobsters, both male and female carry the eggs on the underside of their tails; as many as 15,000 have been counted on one female. She carries them for 8-10 months and during this time migrates to deeper water.

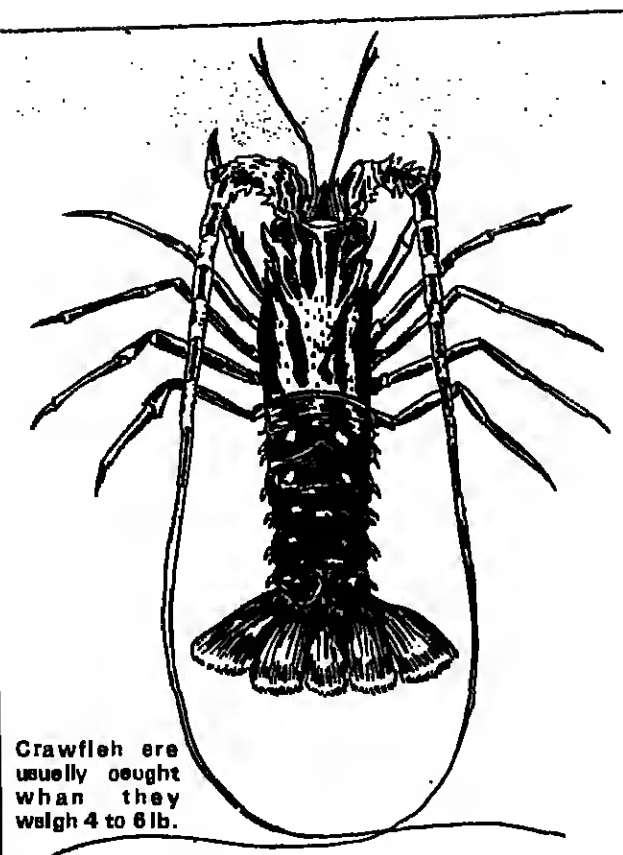
The larvae hatch in May, June or July and rise to the surface to swim freely in the plankton. This stage can last as long as a year, in comparison with the planktonic stage of the crab larvae, which is about three weeks. Many of them do not survive. They can drift hundreds of miles in the sea currents and the mackerel, sprat and herring find them a very tasty food.

Like all crustaceans, crawfish grow by moulting and they are soft-shelled for about a month after casting the old shell. The age of a crawfish is difficult to determine. They probably mature after three or four years. The mature females have a peak moulting period during July or August; males moult much earlier in the year and more often than the females, therefore, they grow larger.

Old fishermen tell tall tales about the breeding antics of the crawfish after they have moulted in the summer. They say that the male sits on a rock and charms the females into a "harein" all around him; then he mates with each one in turn. Divers have reported seeing this happen.

Local fishermen have laid part of the blame for the fall in crawfish catches at the divers' door. Where the divers

helped themselves to the large claws like lobsters, just a small pair of legs in the normal-sized pair of legs in their place. The orangey-red



Crawfish are usually caught when they weigh 4 to 6 lb.

On television recently was a programme by Jacques Cousteau about the Caribbean spiny lobster. There was a beautiful shot of spiny lobsters migrating in a long single line over the sea bed.

Unlike lobsters, common crawfish make a distinct migration between the shallow and deeper waters and this is related to a number of outside influences, like food availability and water temperatures, as well as to their inborn reproductive instincts.

Migration would obviously have a profound effect on catches if the crawfish move out to deeper water when

temperatures fall, and into shallower water for the mating season, as it is said they do. We have a lot to learn about the crawfish.

Crab claws

Arguments are raging around the coast about the practice of landing crab claws. One member has even asked a question in the House of Commons and suggested that the landing of claws alone should be banned.

The problem first reared its head when Belgian beam trawlers working in the North Sea landed boxes of crab claws at Grimsby. The North-Eastern Sea Fisheries Committee complained that, if this practice grew more popular, it could eventually affect the crab catches along the Yorkshire coast.

The landings of claws go far

have been small, totalling around 120 cwt., but this must still represent a fair number of crabs. Even so, what can be done?

The crabs are taken outside our waters and the Grimsby fish merchants seem keen to buy them — prices up to 65 p.cwt. have been paid.

The landing of crab claws in the south-west is quite common. When crabs are caught in the tangle nets it is easier to rip off the claws than to try to get them loose whole. The bodies are broken up and the fresh claws sold ashore.

Some people argue that there could be a conservation problem here, but in my opinion a fisherman can do what he likes with his crabs providing they are the legal minimum size. If there is no market for the bodies then the claws alone should be sold. You will find many fish shops in the south selling spider crab claws.

Starfish feeding

There have been large numbers of starfish on the beach near me these last few weeks. They moved on to a small bed of mussels and have been feeding away.

The heavy damage done to the shellfish industry by starfish predation has roused great interest in the creatures, particularly in the way they manage to get into tough, tightly closed bivalve shells. There are two suggestions as to the method they use.

The first is the "toxin"

theory, that the starfish release a chemical that relaxes the adductor muscle of the shellfish (this normally holds the shell closed). The second is the "muscle" theory, that starfish pull the shells open by using their many little "feet". The second theory is the one accepted by most biologists. In tests, with the rapid opening of shells, under laboratory conditions, tremendous forces were recorded.

As well as shellfish, starfish feed on sea snails, small crustaceans, shrimps, worms and other dead marine animals.

However, because of its size of its mouth, which is in adult starfish is only about 1 in. in diameter, it can only take in tiny pieces of food.

To compensate for this handicap, Mother Nature provided the starfish with another absolutely unique method of feeding. After the shells of the oyster or mussel have been opened, the starfish is able to extrude its stomach inside the shells and digest the soft, body tissue of its prey.

As soon as the oyster is eaten, the starfish stomach is withdrawn and it moves out to find more food.

A single, medium-sized starfish can destroy as many as five one-year-old oysters every day. No wonder starfish are the fishermen's public enemy number one!

TRAPPER

Unload 'smelly' crabs elsewhere, fishermen told

CHESTS of crabs left by Salcombe fishermen on a boat park cause congestion, a smell and are "alive with flies," according to the port's harbour sub-committee.

Members are to ask the fishermen not to unload their crabs on the Creek Boat Park, but to move inland to either Whitstrand or Chapel End.

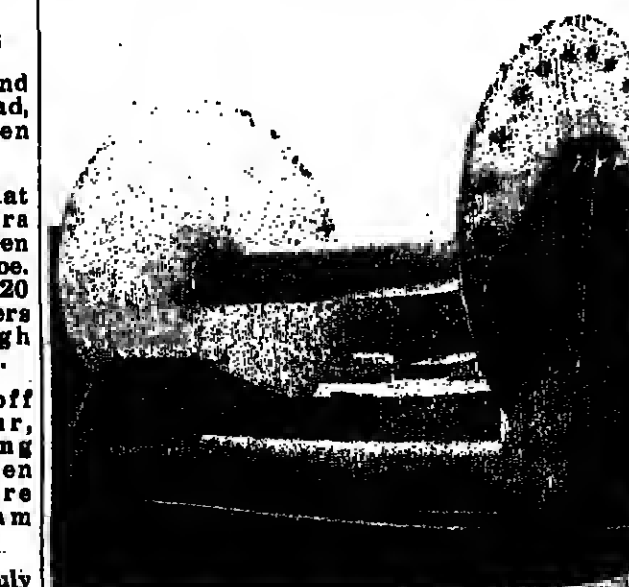
The harbourmaster, Captain Jim Blazby, said the fishermen often left their

catches some time before they were taken away and the chests, each containing 15 lb. of crab, were "alive with flies."

The slipway at the Creek Park was often blocked by the unloading operation, which brought with it smells and slime.

Mrs. H. V. Rickard described the smell as "potent" and said it "made people sick." She hoped the operation would not be allowed to continue for the rest of the holiday season.

Net drum for 'Madrid'



THIS is the net drum being fitted to Consolidated Fish Madrid which is being converted from a Grimsby trawler to a near-water industrial trawler or motor vessel. She is the port's first distant water vessel to try and

Recalling some of the stories which appeared in our columns this week 50 years ago.

SEPTEMBER 4, 1926

NEW fishing boat found north west of Noop Head, Westray, by Aberdeen trawler Nairn.

THERE are fears that Scottish stern drifters will not be replaced when they go out of service. Most boats are 15-20 years old and skippers cannot earn enough money to replace them.

TWO boats sink off Seaham harbour, Durham, in strong westerly gale. Seven crew members were rescued by Seaham lifeboat.

AVERAGE catch for July dropped by 161,764 cwt. according to official statistics.

SIX motor boats without

OLD NET FIRM'S REPUTATION LIVES ON

GRIMSBY seiner owners and agents Allard, Hewson & Co. Ltd. is rapidly building up a reputation for seiners which are regularly capable of quality catches.

As is so often the case, most of the glory is heaped on the vessels and skippers — the small staff of dedicated employees whose work ashore keeps the vessels at sea is overlooked.

One of the firm's departments, however, is hitting the headlines — the net making shop.

Older readers may well recall the Grimsby seiner owned by Harry Franklin Ltd., which built up a tremendous reputation throughout the British Isles for its nets. For generations the name of Franklin was synonymous with quality nets of all descriptions.

In 1972, however, Franklins sold out its fishing interests and one of the first departments to seemingly disappear was the net-making section.

In fact, it merely lay dormant and, having been bought up by the Allard, Hewson & Co. Ltd. set-up, concentrated on nets for the firm's fleet of seiners.

A few local skippers, who knew they could expect the same first-rate service from Allard as they had had from Franklins, still bought nets.

Managing director, Derek Allard, retained his experienced staff. The firm has long-term servants like net foreman, Les Gorman, and Betty Booth, who has just completed 35 years as a braider and net fixer, at the helm. So, slowly, the word that you could still get a Franklin net filtered through the industry and orders began coming in again.



Above: Les Gorman, foreman of the net department, inspecting the meshes of a completed pair of trawl.

Right: learning the ropes of braiding are teenagers Susan Johnson (left) and Maureen Carter. The firm has recently taken on more staff and prefers to train school leavers.

Below: Miss Betty Booth, with 35 years' experience in the net department, working on a seine net.

opted for school-leavers, to train in the mysteries of net-making.

First recruits are Maureen Carter and Susan Johnson, two pretty teenagers who are taking their work very seriously.

"I wanted a job where I had a trade which is always in demand and, if I do marry and have a family, I know I can leave and come back later on," Maureen told Fishing News.

She added: "Besides, everyone is so friendly here and it's interesting work."

The last word on this latest development comes from Mr. Gorman: "You can take it from me that Allards are making the same high quality nets, with the same high quality materials, as Franklin's did."



Devon skipper catches big fine

FISHING inside the three-mile limit with a boat less than 200 ft long cost Dennis Kimble, of Brixham, £105 at Torbay Magistrates' Court on August 23.

Mr. Kimble admitted being in charge of Lady Iris when she fished within the limit — in contravention of Devon Sea Fisheries Committee By-law No. 4 — on April 27 and May 3.

The by-law allows craft of up to 60ft. to fish within the limit. The registered length of Lady Iris is 60ft. 6in.

Mr. Kimble was ordered to pay a fine of £40 on each charge and £25 costs.

On the Sea Fisheries Com-

by a patrol boat, which fixed her position both times.

Defending, Mr. I. Duncan said that both times Lady Iris had been fishing several miles off Torbay, but gale-force winds made Mr. Kimble seek the cover of land before he could safely wind in his trawl.

The owners, Target Trawling Ltd. of Plymouth, pleaded not guilty to two charges of "causing or permitting" Lady Iris to fish inside the limit.

Mr. Duncan submitted that the charges were wrongly worded.

The by-law showed that only the word "using" could be put on the summons, so the summonses against Target Trawling had no foundation.

BOOKLETS FOR BEGINNERS

by John Burgess

Answers to Questions about Boats, Equipment, Gear and Methods. Three booklets: £2.50.

Answers to Questions about Echo Sounding and Fish Finding. One booklet: £1.50.

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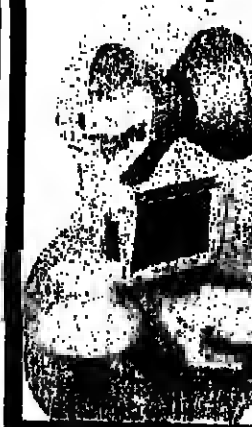
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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

£75,507: *Ross Revenge*, BUT (Sk. J. Meadows), 3,179, 1, 21 days.
 £54,853: *Ross Hamilton*, BUT (Sk. E. St. Pierre), 2,607k, 1, 21 days.
 £57,829: *Vivaria*, BUT (Sk. J. Gilbey), 2,520k, 1, 21 days.
 £54,815: *Ross Rodney*, BUT (Sk. L. Edwards), 2,406k, 1, 22 days.
 £39,540: *Voieus*, Boston (Sk. A. Hollington), 1,803k, 1, 21 days.
 £35,581: *Huddersfield Town*, Conso (Sk. C. Saunders), 1,473k, 1, 22 days.

Middle water

£15,860: *Ross Leopard*, BUT (Sk. J. Waddingham), 862k, W, 15 days.
 £14,094: *Hondo*, Taylor (Sk. S. Johnson), 683k, F/W, 15 days.
 £13,650: *Yesso*, Taylor (Sk. D. Vennay), 637k, F, 15 days.
 £13,631: *Brimo*, Taylor (Sk. M. Lightfoot), 631k, F/W, 15 days.
 £13,194: *Nanao*, Taylor (Sk. G. Hughes), 577k, F/W, 15 days.

Seiners

£7,721: *Helen Mona*, Richardson (Sk. A. Svendsen), 327 kits, NS, 13 days.
 £7,056: *Sarenne*, Sleight (Sk. W. Sanderson), 290 kits, NS, 11 days.
 £5,500: *Rosmire*, Chapman (Sk. V. Thomsen), 245 kits, NS, 12 days.
 £5,484: *Dalma*, Sleight (Sk. K. Jorgensen), 221 kits, NS, 12 days.
 £5,451: *Arona Champion*, Arcona (Sk. E. Sorensen), 168 kits, NS, 14 days.
 £5,449: *Iris Dean*, Consolidated (Sk. B. Andersen), 279 kits, NS, 14 days.
 £5,378: *Tanana*, Sleight (Sk. A. Lundel), 216 kits, NS, 13 days.

Pair toms

£17,517: *Morgrethe Bojen*, (Sk. Jens Bojen), 736 kits, and £14,870: *Frances Bojen*, (Sk. J. Richardson), 614 kits, both John R., NS, 8 days.
 £11,448: *Lauride Skomager*, (Sk. Jorgon Bojen), 458 kits, and £9,184: *Ann Charlotte*, (Sk. R. Collings), 375 kits, both John R., NS, 9 days.
 £8,746: *Ellen*, (Sk. A. Thinnesen), 378 kits, and £7,771: *Melisea Louise*, (Sk. M. Clark), 348 kits, both Richardson, NS, 13 days.

£7,304: *Athabasca*, (Sk. A. Albrechtsen), 331 kits, and £4,205: *Trendsetter*, (Sk. M. Jensen), 316 kits, both Sleight, NS, 13 days.
 £6,264: *Salveig Borum*, (Sk. D. Sherriff), 282 kits, and £4,876: *Ling Bank*, (Sk. D. Ruse), 260 kits, both Sleight, NS, 13 days.

HULL

Seiners

£6,508: *Christianeberg*, Boston (Sk. E. Dam), 282k, 10 days.
 £5,239: *Visborg*, Boston (Sk. V. Jensen), 216k, 12 days.
 £4,283: *Kronborg*, Boston (Sk. H. Dam), 189k, 11 days.
 £3,228: *Arnborg*, Boston (Sk. G. Jonassen), 181k, 12 days.

FLEETWOOD

£46,644: *Jacinta*, Marr (Sk. B. Birley), 1,957k, 1, 20 days.
 £43,953: *Irvana*, Marr (Sk. C. Wignall), 1,800k, 1, 20 days.
 £38,257: *Boeton Blenheim*, Boston (Sk. H. McMillan), 1,850k, 1, 22 days.

Home water

£12,565: *Wyre Conqueror*, Wyre (Sk. J. Newsham), 660k, 12 days.
 £12,514: *Mount Melleray*, Wyre (Sk. B. Andrews), 620k, 12 days.
 £12,019: *Wyre Vanguard*, Wyre (Sk. B. Hargreaves), 765k, 11 days.
 £9,182: *Boston Stirling*, Boston (Sk. W. Bridge), 650k, 14 days.
 £6,811: *London Town*, Hewett (Sk. J. Kelly), 350k, 12 days.
 £6,003: *Royalist*, Hewett (Sk. K. Beaver), 315k, 12 days.

Near water

£5,985: *David Wilson*, Hazell (Sk. J. Banks), 400k, 12 days.
 £4,456: *Replenish*, Ward (Sk. M. Oldman), 345k, 11 days.
 £4,400: *Resilience*, Ward (Sk. R. Moss), 180k, 12 days.
 £3,584: *Ann*, Hewett (Sk. T. Kirk), 150k.
 £3,382: *Southards*, Hewett (Sk. S. Carlsson), 90k.
 £2,864: *Starbank*, Ward (Sk. R. Atkinson), 110k, 12 days.
 £2,781: *Fair Isle*, Ward (Sk. J. Wright), 110k, 12 days.

£2,128: *Susan Bird*, Bird, 120k, 12 days.
 £2,131: *Craigmillar*, Wurd (Sk. J. Jackson), 100k.

LOWESTOFT

£12,179: *Winkleigh*, Putford (Sk. C. Markwell), 395k, NS, 12 days.
 £11,060: *SSAFA*, East Coast (Sk. B. Bowler), 567k, NS, 12 days.
 £9,590: *St. Thomas*, East Coast (Sk. J. Ketteringham), 439k, NS, 12 days.
 £9,235: *Tristar*, East Coast (Sk. J. Kelly), 468k, NS, 12 days.
 £8,901: *Boston Sea King*, Boston (Sk. P. Mean), 376k, NS, 10 days.
 £8,593: *Constance Banks*, Hobson (Sk. D. Athorn), 357k, NS, 12 days.

GRANTON

£13,923: *Arctic Hunter*, Liston (Sk. A. Wood), 887k, WC, 13 days.
 £12,922: *Arctic Crusader*, Liston (Sk. J. Robb), 827k, WC, 13 days.
 £9,727: *Arctic Invader*, Liston (Sk. M. Anderson), 651k, WC, 12 days.

NORTH SHIELDS

£12,359: *Ben Strome*, Irvin (Sk. E. Longhorn), 66,085k, NS, 8 days.
 £7,145: *Lindelfarne*, Irvin (Sk. J. Bailey), 18,944k, NS.
 £5,166: *Ben Chorn*, Irvin (Sk. P. Allen), 29,000k, NS, 11 days.
 £4,308: *Christine Nielsen*, Irvin (Sk. C. Ellis), 10,734k, NS.
 £4,738: *Opportunity*, A.F. (Sk. G. Murray), 13,797k, NS, 5 days.
 £4,153: *Storella*, Irvin (Sk. T. Johnson), 9,965k, NS.
 £3,424: *Bishop Burton*, Newington (Sk. T. Fairley), 10,800k, NS, 6 days.

£3,929: *Scarlet Line*, A.F. (Sk. J. Buchanan), 9,357k, NS, 3 days.
 £2,971: *Fruitful Harvest*, A.F. (Sk. C. Horn), 11,570k, NS, 3 days.
 £2,933: *Adelphi*, A.F. (Sk. P. Murray), 9,618k, NS, 3 days.

MILFORD HAVEN

£4,600: *Georgia Wilson*, Jones (Sk. R. Evans), 160k, IS, 13 days.
 £4,120: *Jodestar Gypsy*, Jones (Sk. J. Brodie), 191k, IS, 13 days.
 £3,960: *Bryher*, Norrard (Sk. A. James), 158k, IS, 11 days.
 £3,013: *Norrard Star*, Norrard (Sk. J. Rogers), 148k, IS, 13 days.

KEY: I Island; F Farne Islands; W Westerlies; S Sea; N North Sea; NS North Sea; NC North Coast; HW Home Waters; IS Irish Sea; S Shetland; Sk Skipper; k kits; e ewt.; l kit.

BILLINGSGATE

ON TUESDAY 95 tons were delivered. Average selling prices on merchant stulls: Salmon, Scotch, £1.06/£1.70; Grilse, Scotch, £1.10/£1.70; salmon trout, 85p/£1.50; soles, tongues, 23p/25p; plaice, 30p/65p; medium 80p/£1.52; large, £1.20/£1.50; sea, 35p/80p; foreign smoked salmon, £2, per lb; large turbot, £1.60/£1.72; medium, £7/£11.60; small, £4.20/£5.60; large brill, 65p/£1.72; medium, £3.50/£4.90; small, £2.80/£3.50; Danish plaice, 11b, 11lb, £4/£4.30; 11lb, 21lb, £3/£4.10; medium halibut, £7.70/£9.10; small, £5.30/£7; selected lemon sole, £6/£6.50; large halibut, £11.20/£12.80; headless home water cod, £3.00/£4.70; fillets, half cod, £0.75/£1.30; half, £0.50/£1.00; haddock, £5.30/£7.70; home water haddock, £2.60/£3.10; kile, £2.60/£3.10; gibber, £1.70/£2.40; jumbe, £4.20/£4.40; selected whiting, £1.80; small, £1.60; small English dogfish, £1.40/£2.00.

HERRING REPORT

WEDNESDAY, AUGUST 25
 Lurewick: five pursers, 62 tonnes; home market, 15 tonnes at £10/£12, curing, five tonnes at £10/£12, klondyking, 42 tonnes at £10/£11.30. Mixed in size, spent, 200/250 per 50kg. Stormy: two drifters, three tonnes, one ton, 13 tonnes; home market, 10 tonnes at £11/£16.60. Mixed in size, 200/250 per 50kg. Ultrapool: seven trawlers, 75 tonnes; home market, 75 tonnes at £10.50/£11.40. Mixed in size, 200/250 per 50kg. Mollie: two pursers, 48 tonnes; home market, 48 tonnes at £10/£14. Uniform full fish, 232 per 50kg. Ayr: five trawlers, 13 tonnes; home market, 14 tonnes at £13/£11. Mostly full fish, hand selected, 100/180 and 200/250 per 50kg. Turbot: eight trawlers, 14 tonnes; home market, 13 tonnes at £9.00/£27.00. Hand selected, 100/170 and 200/250 per 50kg. Fraserburgh: two pursers, 32 tonnes; home market, 32 tonnes at £10/£13.40. Mixed, 280/330 per 50kg. Aberdeen: one trawler, 30 tonnes; home market, 36 tonnes at £7.50/£8.50. Mixed and mazy, 310 per 50kg. Eyemouth: seven trawlers, 30 tonnes; home market, 30 tonnes at £10. Mazy, 250/300 per 50kg. North Shields: 10 trawlers, 91 tonnes; home market, 91 tonnes at £10.30/£11. Mazy, 200/280 per 50kg.

THURSDAY, AUGUST 26
 Lurewick: four pursers, 15 tonnes; home market, 12 tonnes at £10/£10.20, curing, 20 tonnes at £10, klondyking, 81 tonnes at £10/£10. Spent, 270/300 per 50kg. Stormy: two drifters, two tonnes; home market, two tonnes at £12/£15. Mixed with spent, 250/280 per 50kg. Ultrapool: five trawlers, 30 tonnes; home market, 30 tonnes at £11.50. Mixed in size, 100 per 50kg. Mollie: one ringer, four tonnes; home market, four tonnes at £10.40. Mixed in size, 285 per 50kg. Ayr: six trawlers, 13 tonnes; home market, 13 tonnes at £13/£14. Hand selected, 220/250 and 350/380 per 50kg. Turbot: five trawlers, six tonnes; home market, six tonnes at £7.50/£8.50. Hand selected, 180/192 and 238/400 per 50kg. Fraserburgh: one purser, 13 tonnes, three trawlers, 24 tonnes; home market, 42 tonnes at £8.20/£11.40. Mixed in size, 300/350 per 50kg. Eyemouth: three trawlers, 34 tonnes; home market, 34 tonnes at £11.10/£12. 270/300 per 50kg. North Shields: seven trawlers, 73 tonnes; home market, 73 tonnes at £10/£11. Mazy, 280/290 per 50kg.

FRIDAY, AUGUST 27
 Lurewick: four pursers, 77 tonnes; home market, 69 tonnes at £10.60/£11. Klondyking, 69 tonnes at £10.50/£11.80. Mixed spent, 290/300 per 50kg. Stormy: two drifters, one tonne; home market, one tonne at £5/£6.30. Mixed, 280/290 per 50kg. Ultrapool: one purser, 13 tonnes, five trawlers, 20 tonnes; home market, 65 tonnes at £8.50/£10.50. Regular to mixed in size, 270/340 per 50kg.

FRASERBURGH
 Prices: turbot, £11; selected lemon sole, £6.40/£8.60; small plaice, £2.20/£2.60; small plaice, £2.40/£2.60; selected small plaice, £2.50/£2.80; ekato, £5.30/£5.70; medium haddock, £11/£14; large haddock, £14/£15; small codling, £15; medium codling, £16.60/£17.40; cod and sarge, £18/£23.50; whiting, £2/£1.

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'Claw' anchor digs right in

"A YEAR or so ago you described a new type of anchor called the Bruce anchor which was claimed by its designers and developers to possess remarkable holding power."

"You concluded the description by saying that you hoped to carry out experiments with one. Have you, in fact, done so? If you have, we would like to know what your opinion of it is."

As for — I have been able to judge — I can't calculate precisely stresses and strains put on it — it performs as claimed. I have found it to possess many virtues and few vices.

I often think it would be apposite to call it a 'claw' anchor. For, after a little experience of using one, you become assured that it will claw its way into the seabed — whatever its nature — and take hold.

After a little more experience with one, you feel reassured that it will continue to hold whatever gyrations wind and tide cause your boat to perform.

Warp

I have used mine with two falloms of 3/8 in. chain and 20 ft. of 2 in. circumference nylon warp sheathed to if for anchoring the boat. I haven't used it to go rock bottom, on which it is claimed to 'nip' as effectively as a fisherman-pattern anchor.

I have used it on sand and mud bottom, and found it to hold firmly however many times the boat swings with the tide.

I have also experimented with it on shingle bottom and found it to hold in it better than one popular type of anchor I could name.

I have not experimented to the extent of anchoring with it on a long scope of warp in a gale to find out how it would hold with the boat veering from side to side.

I have tried using it on an unusually short scope, despite the fact that it is claimed to bury and hold better than other types of anchor given short scope.

I have used it in the same way as the Admiralty and Fishermen pattern, stockless, Mon and plough anchors in a variety of conditions and formed a general opinion of its performance rather than precise opinions of how it is likely to perform in specific circumstances.

I would say that Bruce anchors have definite advantages for mooring nets and

lines, not only because their ratio of holding power to weight is so high, but because, once they have dug in, there is nothing protruding from the ground to foul the nets if they do go adrift.

The fact that they dig right in commands them not only for anchoring a boat with a single anchor and mooring nets, but for mooring boats to two or more anchors.

Use of Bruce anchors renders it unnecessary to remove one arm of stocked anchors and lower them carefully so that the remaining arm gets a grip.

The fact of their having no moving parts to clog or jam is also a point in their favour. It not only means that stones or pebbles cannot render them ineffective but it means that they are stronger than any other patent anchor of equivalent weight.

It is claimed that they are easy to handle and stow because they are stockless and compact for a given weight and performance.

Although this may be so in theory, my anchor is an awkward little devil to handle at times — it claws at the forefoot when it is being hoisted — and it caused me a lot of head scratching before I found a satisfactory way of stowing it.

It is claimed that "low breakout force is obtained due to the short, broad single fluke giving rise to small

slugs of mud when the anchor is rotating upwards during weighing; that breakout force for the Bruce anchor is generally 20 per cent of the prior holding pull compared with between 50 and 100 per cent for other anchors."

I have no way of knowing exactly how valid this claim is, but my anchor has never been difficult to break out. From mud bottom, however, it invariably

IF YOU are flummoxed when a salesman or a brochure describes ropes in terms of metric diameter instead of imperial circumference, just remember that the diameter of a rope in millimetres is equal to its circumference in inches. For instance, 80mm diameter is the equivalent of 1 in. circumference rope, 18mm the equivalent of 3/8 in. circ. rope and so on.

"I AM going to use my boat for taking sea anglers out this summer and expect to be using my 35 lb. CQR anchor much more than I usually do."

"I have always had 20 fathoms of 3/8 in. chain shackled to it, but am going to take all except about 3 ft. of it off and substitute a rope

warp. I have a capstan with a metal bed on it for hauling."

"Which of the various synthetic ropes now available would be best for the job?"

"If price is no object, I suppose a nylon rope constructed of parallel filaments with a plaited sheath around them would prove the most durable and satisfactory of all."

"However, an ordinary three-stranded nylon rope

reaches the surface with enough of the seabed soil in its maw to start a garden.

Bruce anchors are constructed in one piece from heat-treated cast steel. According to the manufacturers' tables, an 11 lb. unit has the equivalent holding power of a 239 lb. plough anchor or a fisherman pattern anchor weighing nearly 400 lb.

There is no doubt, in my opinion, that they merit close consideration if you have to acquire anchors for a boat or for mooring purposes.

Full particulars of the various sizes in which they are now available, and prices, are obtainable from Bruce Anchor Ltd., Northfield Broadway, Edinburgh EH8 7RZ.

the original anchor which won a Special Meritorious Award for Engineering Innovation at the Offshore Technology Conference, Houston, Texas, in 1975.

Of the same basic design as the original anchor, the Mk. 2 version has modifications which give it greater holding power.

"The anchor is of high strength alloy steel with no moving parts. A single trefoil-shaped fluke gives the anchor self-orienting capability, roll stability and high holding power."

"The anchor will be demonstrated on Stand A-4 (Grange Marine Services Ltd.) at the Aberdeen Fisheries Exhibition where leaflets and reprints of an independent assessment of the anchor may be obtained."

I have just heard that a Bruce anchor Mk. 2 replaces

15 tons register tonnage and upwards.

Second Class, which includes all steamers of less than 15 tons gross tonnage and all boats (other than steamers) of less than 15 tons register tonnage or of 180.

Third Class, which includes all boats under 18ft. keel; other than those navigated by only one.

If you don't possess a ticket of any sort there are obvious advantages in buying a boat under 25 tons.

Regulations concerning mesh sizes are contained in The Fishing Nets (North East Atlantic) Order 1971 and you can read all about them on pages 158-164 in *Clown's Almanack*. Alternatively, you could obtain all the information about those likely to affect you from your net maker.

James Walker and Co., incidentally, manufacturer of 'readmaster' M-60 slip deck covering material.

When the words "under tonnage" are included in an advertisement, they usually indicate that the boat for sale is under 25 tons and that, therefore, it is unnecessary to be the holder of a Skipper's or Second Hand's Certificate of Competency to operate it.

They may indicate that the boat is under 50 tons and, therefore, required to carry a certificate Skipper only instead of a Skipper and certified Second Hand.

Registered under part 1, 2 or 3 probably means that the craft for sale is a first, second or third class vessel. For the purposes of the regulations for the registry of British fishing boats, they are divided into three classes:

First Class, which includes all steamers of 15 tons gross tonnage and upwards, and all boats (other than steamers) of

a boat's existing echo sounder by manipulating a change-over switch.

Since a separate recorder is not required, the equipment has the merit of occupying little space in addition to that of being comparatively inexpensive.

A light, but exceptionally strong, copper plated high tensile steel cable is supplied to connect transducer to recorder. It is rectangular in section which is said to facilitate winch drum stowage.

Mr. Eddom says that, if it should part, it can be repaired in about five minutes with a kit supplied by the manufacturers.

The cable is claimed to conduct high frequency transmissions more effectively than most of its kind. It therefore, meets the requirements of those who can afford that better definition of fish in midwater is obtained with fairly high frequency sounders.

To allow it, the manufacturer can supply either a hand operated or hydraulic tensioned winch.

PP and PE ropes are slippery to handle when new and the float — a feature which can cause trouble when they are used as anchor warps.

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